

Voluntary catch limits work well

SCOTTISH fishermen have in the last month exploded the fallacy that voluntary catch limits to conserve resources are unworkable, says the Scottish Fishermen's Organisation.

The SFO represents 700 vessels with an annual catch worth about £60m and its members catch 60 per cent of the haddock landed in the United Kingdom.

Jimmy Lovlie, chairman and chief executive of the organisation, said on Tuesday: "The British Government has failed to institute a workable plan to limit landings of haddock. They claim their voluntary restrictions would not be acceptable to fishermen."

"We brought in our own scheme on March 20 by which no boat could land more than 30 cwt of haddock per week per crew member.

"This was genornily

accepted by our terests. They have properly enforced by the fishermen as the most sensible way of conserving the stocks for the overall catch level by 10 per cent compared with the rest of the year.

"As a result, many of them are fishing only three or four days a week, but they still regard it as being in their future interest.

"In the long term, however, the type of arrangement can only work permanently if it is

based on the management of fish stocks generally."

SLACK FISHING HITS TRIPS

LAST WEEK we another bad one for landings at Grimsby end the shortage of fish which marred the pre-Easter week sales was once again a feature of trading.

Landings fell to around 16,000 kits for the four-day week and, although fish was still very pricey at the morning auctions (North Sea cod again topped £60), there were no spectacular grossings.

This is because of the slack fishing and the amounts of rough fish being brought back from all grounds.

Only five distant water trawlers landed, with BUT gaining some recompense for the Vixen flop (see page 7).

Northern Reward, after 23 days off the coast, landed 500 plus of reds and a nice spread of haddocks, plus some coley to round the trip off.

From Northern Reward 717 kits which sold for £19,491 after 16 days.

The former BUT distant water trawler Ross Kelly (Skipper Pat Phillips) landed the most fish in this section with 806 kits from a 15-day trip, but over half this tally was 'blanks' and she had to settle for £17,972.

With the weather again

making fishing a near impossibility on the middle water grounds, catches and

grossings were all down.

Best effort came from BUT's Ross Jaguar (Skipper Denis Speck), who got among the haddocks in landing of 500 plus of reds and the main species.

From Northern Reward (Skipper Wally Harris) Top-tripper Ross Rodney landed 1,471 kits after 21 days to the Norway cost,

which come into the picture — one is the isolated danger mark which has navigable water all round it and the other is a safe water mark, which is also safe to sail around but does not indicate a danger. This could be used in mid-channel for example.

The actual changeover

started from Harwich on Sun-

day and will proceed as closely as possible to plan,

although Trinity House

points out that buoys may not always be changed exactly on time owing to bad weather or other problems.

Charts are also being altered, but the Hydrographer's office says that the first areas have already been accounted for and all is proceeding according to plan.

There are two other marks

to indicate Port or Starboard sides of channels in the same direction of buoyage".

This simplification has been made possible by not using green for marking wrecks in future, but using it instead for starboard land marks. This principle will seem very logical to seamen as it will correspond to their vessel's side lights.

Cans and cones will now be logically painted green and red and will have similarly coloured flashing lights.

Cardinal marks will have very distinctive topmarks

which are easily to remember.

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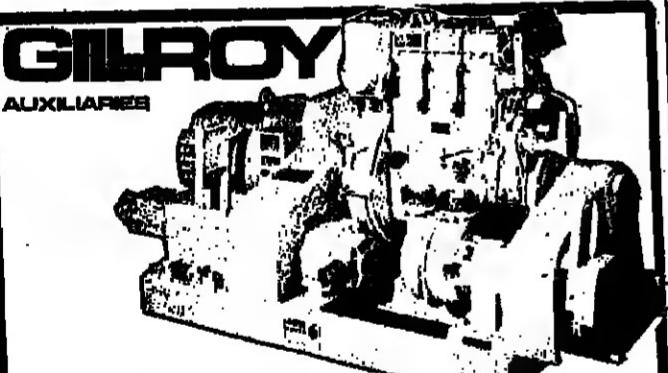
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Council and HIDB moving in Boat production line for Orkney

A THREE-BOAT range of GRP craft fitted out to a standard specification is to go into production on the Orkney Islands in a bid to capture a big share of the market for inshore boats.

The hull moulders glassfibre mat will still be laid by hand. The firm will continue to produce here hulls for other yards to fit out and provide boats to any stage of completion.

Apart from the British market, Halmatic is looking to Scandinavia, where the Orkney product is an attractive proposition.

A spokesman for the Highlands and Islands Development Board, which helped Halmatic set up in Orkney over five years ago, said there would be £20,000

marketing. Production has dropped over the past year or two because the firm has been unable to offer complete boats, unlike its competitors.

The final go-ahead for the board to join the project has been given by the Secretary of State for Scotland and the legal work is now in progress.

About 40 Halmatic 36-footers, 12 28-footers and two 50-footers have been built over the past five years.

A number of workboats have also been delivered. Five hulls and two moulds for Iceland are on order, as far as 36 ft. MkII hull the Muckle yard is to complete in France.

The new company, operating with three equal partners—should be working by the middle of May, end it will be taking a stand at the Catch '77 Humberside fishing exhibition in June.

Halmatic (Scotland) director, Pierce Webb, told *Fishing News* that the new partnership would give the firm money for investment in tooling to bring in a faster production system for both moulding the hulls and fitting them out.

A new hull around 24 ft. long is now in the development stage and this, together with the present 28 and 36 ft. hulls, will be the basis of the new range. The firm aims to have the first fitted-out 28-footer at the London Boat Show next January.

As the new firm gets into its stride—with a target production of around 40 craft a year—a larger boat just under the Department of Trade limit of 12m. (40 ft.) may be developed.

Halmatic plans to speed up production, and cut costs, by moulding internal fittings in GRP. This would include wheelhouse consoles, accommodation units, etc.

On the hull moulding side, production is to be stepped up by the use of a resin pump system but quality will be maintained because the

equity from each of the three parties. The re-organisation would give the new firm a more vigorous approach to

'Deliberate' sinking —MEN IN COURT

FOUR MEN have been committed to Newcastle Crown Court accused of obtaining money by deception from an insurance company.

The charges follow the sinking of the North Shields fishing boat *France Brieze*.

At North Shields magistrates court last week, Robert Alton (40) of Perth Close, Edward Wood (31), of Baird Avenue, Ernest Dale (31), of Woodlee Crescent and Raymond Michaelson (42), of East Bells Flats (all North Shields) were charged with obtaining £11,271 by deception from the Sunderland Marine Mutual Assurance Co. Ltd.

Michaelson and Dale were also charged with dishonesty receiving £300 by deception from the insurance company and Wood with receiving £190 by deception. These three were also charged with destroying the vessel, which belonged to Alton, during

THE 50ft. Lowestoft long and akate. Skipper Kristand (Sk. Torry Wightman), the sole owner of the vessel, and his crew all come from Aldeburgh, but sail the vessel from Lowestoft.

The 24-ton Aberdeen registered *Kristand* was

re-registered *Kristand* at Williby in the early sixties on the lead off Whitby owners.

She was purchased by Skipper Wightman about two years ago.

Liner's big week

THE 50ft. Lowestoft long and akate. Skipper Kristand (Sk. Torry Wightman), the sole owner of the vessel, and his crew all come from Aldeburgh, but sail the vessel from Lowestoft.

Using sprat and mackerel as bait on the vessel's 50 to 55 lines, 22,000 hooks had to be baited up during her week's operations.

Kristand's catch was mainly dogfish, but included cod

render his passport. Michaelson was remanded on £1,000 bail with two sureties of £1,000 each and he was ordered to stand trial on January 25.

The record came when bad weather and slack fishing in the North Sea are giving the seiners a very tough time indeed.

However, agent Sam Chapman & Sons Ltd. is making something of a habit of pulling out a big trip when everything seems to be against it.

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TALKS FAIL TO RAISE HOPES OF NEW DEAL

FLEETWOOD'S hope that a new fishing agreement with Iceland can be reached are not being raised by Iceland's continuing announcements that she will not change her views on foreign fishing rights within her 200-mile territorial area.

The Icelandic Government has agreed to meet delegates from the Common Market who are pressing for a fishing agreement. For the last four months Iceland has refused even to consider discussions.

During this time leaders of the Fleetwood industry have urged the Common Market to bring political pressure on Iceland. North Ryde MP, Walter Clegg, has been among those to strongly advocate that if EEC ships are not allowed to fish Icelandic waters then it should be made

more difficult for Icelandic fish to come into Europe.

In their report issued last month by the House of Commons Committee, it was observed that a number of countries had shown that heavy sentences

had not been effective in deterring the Federation from

<p

Shrimp hunt to start

FISHERMEN at Seahouses, Northumberland, are looking to shrimp to provide a new boat for their industry particularly in the wake of a ban on herring fishing.

Last year a brief shrimp season gave an indication of the potential. As a result, several fishermen have invested in new equipment to catch shrimps. Buying arrangements are being finalised.

WHITBY Town Council is writing to Scarborough Borough Council protesting at the appearance at the harbour side of what it terms unsightly pens erected for fishermen's gear.

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Fight the ruinous DoT safety rules

LETTERS

will not recognise.

He refers to exemption being given to vessels engaged in boom fishing from the need to establish stability by an inclining test, when on investigation his own department says that the vessels concerned were not boom fishers at all. Had Mr. Davis' replies been correct, there would not be the degree of enmity being directed at him now.

We are sick of hearing in Hansard of Members of Parliament putting down questions and being fobbed off with answers which are so incoherent that they are an embarrassment to his own department.

I refer in particular to a written answer given by Mr. Clinton Davis to Mr. Rathbone on November 17, 1976. He twice refers to sheltered waters — a term his own department cannot define and

challenged by Captain Hampton, of the Smooth Water Limits Committee, our chairman and I were informed that while they had every sympathy with our request for extension of portually smooth water limits, this could not be met, because it effected yachts and coasting vessels. What the hell have they to do with fishing?

A Mr. Topley told us to believe that we could reasonably expect favourable consideration to relieve us of the cost of the need to establish stability criteria, namely £1,000. Several weeks later, in beat department language, he wrote to me and said: "Sorry old boy, we cannot do it". Who got at you Mr. Topley?

One may ask the question: why is it that the government let this very moment

'negotiating' Phase Three of the pay policy with the oil-powerful trade unions and virtually asking them how the law will be framed, while at the same time it is imposing crippling legislation on the British inshore fishing industry in a truly

dictatorial fashion?

The answer is that they are fragmented and less likely to fight off this type of proposal.

To all inshore fishermen, say: write to your Member of Parliament, telling him to protest on your behalf, not him to convey to Parliament the main public concern to suspend and modify the rules.

This could help put the ruthlessness, ruinous application of these Rules.

KEN GREEN,
Sec. Thomas Estuary
Fishermen's Association,
Wivenhoe.

SPEAK UP ON SEAL MENACE

SIR Why do we never hear the views of the people in authority regarding the grey seal menace?

Every belliff, fisheries officer, MAFF and WFA official I have ever spoken to on the subject all agree to the problem has reached ridiculous proportions.

I have never seen of a water authority or angling club clamouring for seals' blood'. They seem only to be obsessed

against the seals.

I would consider that total annual number taken by the licensed men is negligible compared with quantity destroyed by Feral seals.

So come along gentle. Give us a bit of advice and support.

S. STEVENSON,
South Harbour,
Blyth,
Northumberland.

Each of the boats had well over 100-stone daily.

Cod landings were again good at Sunderland, according to the report. Nine boats worked trammel or gill nets there.

At Scarborough, poor line fishing ended the season in just two weeks. Seven cobles and four small craft worked trammels and had "a fairly fair quarter's work".

It seems that a number of other cobles will switch over to trammel netting instead of lining in future, attracted by cod prices averaging from £3.20 to £4.50 per stone.

However, the success of the trammel netting cobles has attracted the attention of keel

boats who have now decided to order their own fixed nets.

The coblemen feel that these larger boats should be banned from the three-mile limit.

With the winter sprats

coming close inshore,

the authority's develop-

ment work into the

processing of blue whiting.

Mr. Moore, married with

one daughter, takes up his

duties in Aberdeen on May 16

and will move to Stonehaven

somewhat afterwards.

As well as representing the authority in

Aberdeen, he will also be con-

cerned with Orkney, Shetland

and the coastal areas south

from Aberdeen to the Tay.

As a work study officer with

the authority his activities

have included various pro-

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Net firm lays on trawler tests for skippers

TESTS of scaled-down nets at the White Fish Authority's new fisheries training centre at Hull have shown fishermen a wide range of possible adjustments and modifications to gear to improve catches and earnings.

The centre, which has the world's largest experimental flume tank, opened in February last year and the Grimsby-based firm of Cossit Ltd., with its international reputation for nets and gear of all sizes, is taking full advantage of the facilities.

Already, Cossit, which contributed towards the project, is producing a whole series of improvements in net manufacture and rigging, based on successful model tests in the tank's simulated conditions.

Recently (*Fishing News*, April 22) the firm arranged for another 30-strong trip of management executives and skippers, mostly from the Grimsby area, to visit the flume tank where the Cossit inshore net department put its Gemini pair trawl and Concord box trawl through a strenuous demonstration programme.

The party was made up by a contingent of owners from abroad, plus two top Scottish skippers who had set off from Peterhead immediately after landing and driven through most of the night to Hull with a representative from Caley Fisheries Ltd.

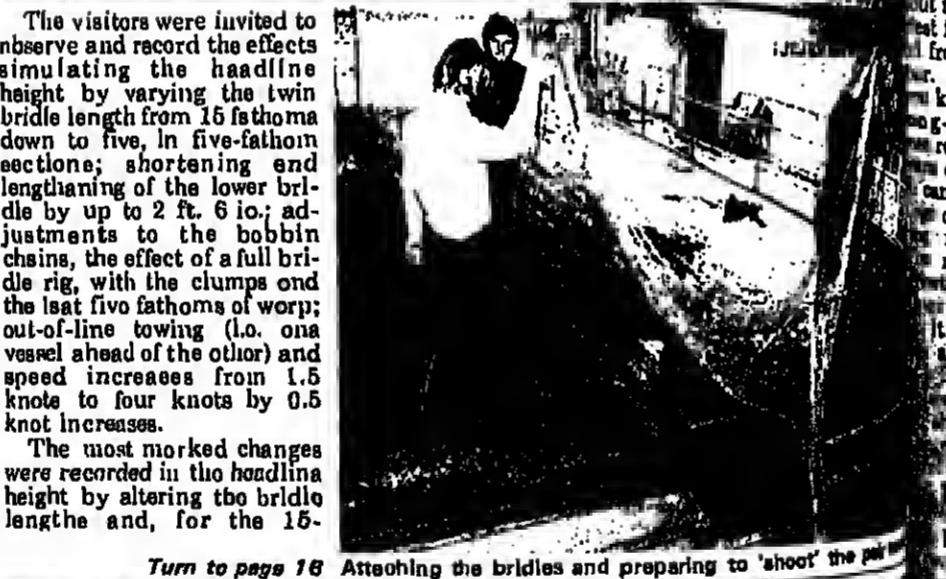
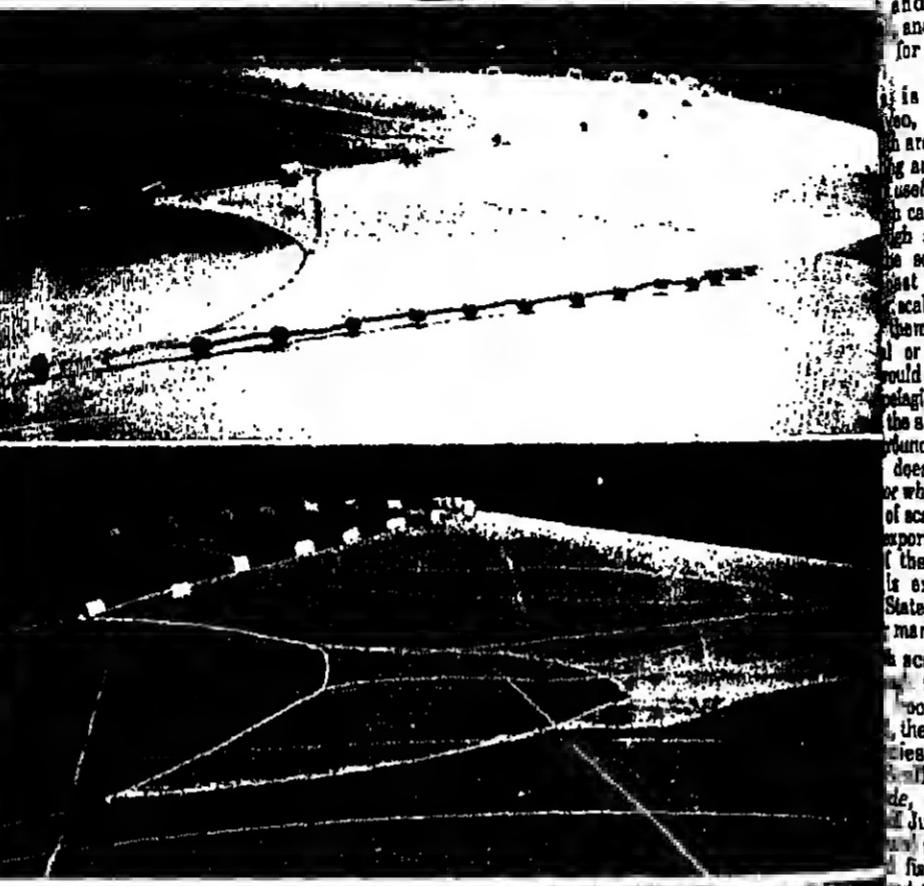
As with all flume tank work — in which actual sea conditions are simulated by using a variable water flow, suction screens, deflector cascade bends, wave traps and flow-strengthening screens — the scaling-down of fishing rigs is a very exact art which creates a number of mathematical problems.

For the heat results the main aim is to produce the largest possible modal, but this is limited by the tank's size and Cossit's net consultant, Clive Radcliffe from the Department of Maritime Studies at Grimsby College of Technology, had done a first-rate job with a one-tenth scale Concord trawl.

First to be demonstrated



Scottish skippers Arthur Buchan (left) and Walter Milne (right), with Vic Bruce of Caley Fisheries, Petershead, after their visit to the flume tank at Hull. Above right: Cossit pair trawl in the flume tank showing the rigging on the hardsrops and bobbin gear on the groundline. Right: Concord box trawl in the tank. Below: Skipper Peter Thinnissen of the Grimsby pair trawler *Timo* making a headline reading on the pair trawl.



Turn to page 16 Attaching the bridles and preparing to 'shoot' the pair trawl.

for the party was the demerel pair trawl with its scaled-down 117 ft. 4-inch headline and 130 ft. fishing line. This is the net of the wing trawl type which has been used so successfully lately by both English and Scottish pair teams.

It is specifically designed to have an easily adjustable bobbin rig, which affects the position of the ground gear in relation to the fishing line. It can also be arranged with an adjustable chain section on the lower bridle so that this may be lengthened or shortened in relation to the upper one.

A major modelling problem found with this gear was prediction of the net spread. Eventually, this was worked

out from geometric calculations of the distance between the towing vessels and the warp bridle and net length.

The figures lead to a full size net spread of 62 ft. and a bridle angle of around 16 deg., which compared well with similar trawls but, scaled-down, still presented more modelling problems because the maximum tank spread at the towing points is only 14 ft.

To simulate realistic parameters it proved possible only to use 20 fathoms of model bridle from the wing ends to the towing points. The original calculations were based on the pair team level, one quarter knot apart, each

working 400 fathoms of warp.

The visitors were invited to observe and record the effects of simulating the headline height by varying the twin bridle length from 15 fathoms down to five, in five-fathom sections; shortening and lengthening of the lower bridle by up to 2 ft. 6 in.; adjustments to the bobbin chains, the effect of a full bridle rig, with the clumps end the last five fathoms of warp; out-of-line towing (i.e. one vessel ahead of the other) and speed increases from 1.5 knots to four knots by 0.5 knot increases.

The most marked changes were recorded in the headline height by altering the bridle lengths and, for the 15-

ft. spread, the headline height.

Turn to page 16 Attaching the bridles and preparing to 'shoot' the pair trawl.

Just for the record

Kelvin Hughes have introduced two multi-purpose echo sounders, the Depmar 103 and 131. Their economical price belies their performance, and their size and reliability make them ideal for the smaller vessel.

DEPMAR 103

The DEPMAR 103 has eight depth ranges between 0 and 280 fathoms. Sounding rate, paper speed and pulse length are automatically adjusted to the range in use. Power consumption is only 29W from a 24V d.c. supply, and compact 50 kHz transducers are available for wooden, fibreglass and steel vessels. Adjustable white line, and 'bottom anywhere' are featured for fishing.

Depmar 103 and 131 echo sounders are available now from Kelvin Hughes.



DEPMAR 131

Smaller than the 103, the DEPMAR 131 is only 210 x 290 x 150 mm and weighs 6.8 kg (14½ lbs). It has six depth ranges between 0 and 120 fathoms with alternative scales to 240 fathoms and, in addition, a 'flasher' with two range scales, providing for paper economy of passage. The DEPMAR 131 has 4 inch wide paper compared with the 103's 6 inch, but like the 103 it has white line, a 'bottom anywhere'

facility, and very low power consumption. Alternative 50 kHz 200 kHz transducers are available for wooden and fibreglass vessels, and a 50 kHz transducer for steel vessels.

Depmar 103 and 131 echo sounders are available now from Kelvin Hughes.

A DIVISION OF SMITHS INDUSTRIES LTD, 100 New North Road, Hatfield, Hertfordshire, SG1 1RL, Telephone: 01 501 1020, Telex: 836501 BREMIS, Cables: MURKIN HUGHES

On board a Plymouth boat. The port is a main anchoring area.

shell fish chat

LAST "chat" I

had landings of

lobsters in the

Channel

during 1976.

marketing situation

and several new beds

were found during

which resulted in

closed the Shellfish

fishery at Burnham-on-

Sea and, in answer to my

spokesman there

although the scallop

is many parts of the

have been heavily

there is no evidence

the available scallop

has been located and

for some time to

is good news.

At Brixham and

are the main ports

and scallops have

useful standby when

catches were low.

Some fisherman

is south and south

specialised in scallops, many just

them as part of a

or mixed fishery.

will switch to white

trawling accord-

the abundance of fab

ounds and the prices.

does not help the

or who needs a steady

of scallops to prepare

market; in fact,

the British scallop

is exported to the

States where there is a

market.

scallops

there has been a

in southern

the main fishery for

is in Scottish

is caught in the

west of Kintyre

Jura, Gigha, Islay

the Shetlands. In

fishing takes place

from February to

September to

the

know that scallops

there has been a

in southern

the main fishery for

is in Scottish

is caught in the

west of Kintyre

Jura, Gigha, Islay

the Shetlands. In

fishing takes place

from February to

September to

the

protecting berried

female lobsters.

These pots, originally

designed and produced by

Mr. Nantes of Weymouth,

are more usually

as frames to

which the fisherman attach

the netting.

The cost of the frame is

about £5 and, although the

price of these frames appears

expensive, they last longer

than wire.

Also there is consider-

saving in a fisherman's

time.

In 1966 the government

scrapped the 1951 Order and

replaced it with legislation

which did not include protec-

tion of the berried lobster. In

the UK, therefore, female

lobsters have only been

protected on a national basis

for 11 years.

Whenever lobster catches

fall, some suggest that the

re-introduction of this

ban would conserve the

stocks. There is some doubt

about this thinking.

Studies for over 60 years in

Canadian waters have shown

that little is gained by

protecting berried females.

For the first five weeks after hatching

from the egg the lobster lar-

vae are free-swimming — and

it is at this stage that the

greatest mortality occurs.

The other important factor

is that, because of their

durability, damage is reduced

and so the time spent repre-

aring gear is minimal. The other

main difference is that the

haddock necks have now

largely been replaced by

ready-made plastic or glass-

fibre necks. The pots are well

worth a try.

Protecting "berried"

lobster?

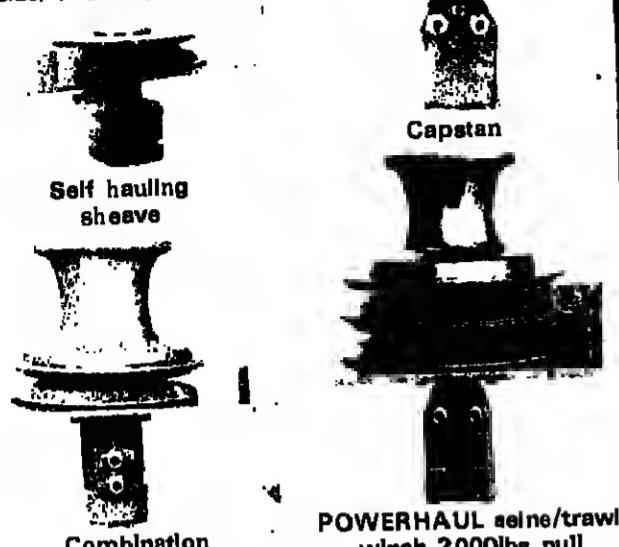
Some fisherman along the

north-east coast of England

are pressing for the intro-</

Specify POWERLIFT**for your vessel**

Complete range of haulers to suit your requirements with hauling capabilities of: 900lbs, 1400lbs, 2000lbs.



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12 months warranty W.F.A. approved
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Vertical and Inlined Engines
14 modelsMERCRAFT MANUFACTURING CO. LTD.
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LOBSTER POTS
Moulded in Polypropylene giving a very tough pot.
Detachable base for interlocking during carriage.
Available ex-stock!!!!
at £4.20 + VAT & Carriage
Finodon Station Road, Finodon
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Pier House, Glandore, Co. Cork. Tel: Lasp 61.

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Telephone: Bridport 862232**CAPSTANS**
LINEWHEELS
NET HAULERS
PUMPS
COMPLETE KITS**Reliable Power
for the
Inshore Fisherman**

Making lobster pots escape-proof...

John Burgess' Log

"BECAUSE OF the filthy weather during the last six weeks or so, I have not been able to lift my pots every day as I normally do and at times I have not been able to get them for three or four days."

"I suspect that on these occasions more than a few lobsters have escaped from the pots and, for this reason, I am thinking of fitting escape inhibitors to some of them as you have set a pot."

"It would help a lot if you could send me descriptions of as many different types of inhibitor currently in use as possible."

"Since you refer to pots I presume you use traps with top entrances like the Cornish inkwell type. But in case you should be using the word 'pot' in a general sense and may in fact be using creels with side entrances, here are descriptions of inhibitors used in both pots and creels."

Inhibitors traditionally fitted in creels consist of a length of wire bent round the top of the entrance ring in two places so that it leaves two legs down and overlapping the inner side of the ring. When a lobster enters, the legs catch to let it in. The endeavour is to leave a gap wide enough to allow the lobster to pass through but not wide enough to allow it to escape.

"Another form of inhibitor consists of a ring of netting descending deep into the pot by way of an entrance.

"Either type lowers hooks and sinker to whatever depth you want down to 170 fathoms and then begins to jig. When a fish is hooked, it reels the line in until the fish breaks surface. Then it stops, with the line held firmly, to enable the fish to be taken off the hook."

"When you have removed the fish and re-baited, you press a release switch and the line runs out again to whatever depth you set on the machine. It is then automatically jigged until another fish is hooked."

"You can set an Autofisher to jig from about 10 m. to 8 ft. and to haul or render the line at any given weight between about 2 and 55 lb."

Normal practice when after cod in deep water is to use a 2.5 mm diameter monofilament nylon line to which are attached, in order, a swivel and sixteen 4 ft. long, 2 mm diameter nylon traces with swivels between them. In the middle of each trace a rubber coil is attached by a swivel and short dropper. To the end of the bottom trace is attached a swivel and 4 lb. lead.

The manufacturers of the Vaga Snellan reel say that the chief reason for its effectiveness and consequent popularity in the automatic reels is with which it is fitted. This makes it unnecessary to tend the reel while the line is running out as the braids act in such a way that it releases or stops the line as required.

Electric

An electrically operated reel, popular amongst Icelandic line fishermen, is made by Ellidur Guðjónsson and marketed by the Icelandic Elektro Company, P.O. Box 124, Gardsbær, Iceland.

It is known as the Elektro reel and is designed primarily for fishing in depths between 100 and 200 fm.

The reel will work up to 500 meters of 1.2 mm Perlon line to which is attached a trace with 6-10 rubber or plastic coil and 1-2 kg lead sinker. It will play large fish, always maintaining a pull of 3-10 lb. but rendering when a greater strain is put on the line.

It is obtainable in this country from South Western Mechanical Fishing, 77 Yeom Park, Stoke Fleming, Dartmouth, Devon and so is a hydraulically operated version.

A hydraulically operated deepsea reel, incidentally, is also available from J. K. Joensen & Sons, 3812 Midvag Føroyar, Faroe Islands.

If you have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

Owner tells foreigners

'COME CLEAN' ON SMALL MESH NETS

A more modern inhibitor is a trap-door which is made to fit many different types of inkwell and box pots.

It is made of welded wire mesh and is designed so that it can be held open when the pot is fishing by a patent safety fuse. It is a type of wire mesh which disintegrates through electrolytic action and allows the trap door to spring shut.

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"IF BRITAIN'S fish stocks are to be conserved EEC governments should 'come clean' on cheating by their fishing fleets, says the head of trawler owners Boston Deep Sea Fisheries, Sir Basil Parkes.

"France is trying to get the commission to set her big quota west and north of Scotland. Although her fleet is smaller than ours, her catch has been higher simply because the French vessels have been using a smaller mesh net."

"I was on one of our Hull ships fishing north of Scotland, together with three of our Fleetwood vessels and three French trawlers."

"The vessel I was on was fitted with regulation size mesh nets for Newfoundland and Greenland fishing. The Fleetwood ones were fitted with regulation mesh for mid-water boats."

"I cannot stipulate the type of gear the French vessels were using but the results speak for themselves."

"We were regularly catching 30 to 40 baskets, of which 80 to 90 per cent was large fish. Our Fleetwood ships were catching 60 to 70 baskets, of which roughly 50 per cent was large fish — and the French vessels were taking 200 to 300 baskets per haul."

"Their decks were full of fish, the vast majority being small. The odds are that these vessels were using herring nets for white fishing."

LOBSTER-MEN!

One of them, who yachts as well as yachts, said that he had one or two competitors recommended by him pose but had found them satisfactory.

"The hull requires caulking and I should like to advise you if you could let me know which would be the best caulking composition to use on top of the caulk."

"Since renewing your

hull I have asked three experienced boat-builders whether they knew of any modern product superior to putty for filling the seams between the planks of a carvel-built hull."

No one knew of any com-

"I HAVE JUST purchased a 28 x 8 ft. carvel-built boat which has been out of the water for the last two years."

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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant Water
 £35,236: *Ross Kashmir*, BUT (Sk. J. Roberts), 1,297k, WS, 27 days.
 £27,977: *Ross Canaveral*, BUT (Sk. D. Spivey), 1,221k, NC, 21 days.
 £27,834: *Boston Comanche*, Boaton (Sk. A. Hollington), 1,077k, WS/NC, 24 days.
 £26,087: *Boston Halifax*, Boaton (Sk. R. Evans), 980k, WS, 25 days.
 £24,760: *Aldershot Consol* (Sk. A. Call), 925k, WS/NC, 23 days.
 £22,322: *William Wilberforce*, Boaton (Sk. W. G. Balla), 884k, G/W, 25 days.

Middle Waters

£21,499: *Ross Tiger*, BUT (Sk. D. Avery), 861k, W, 16 days.
 £21,319: *Ross Panther*, BUT (Sk. W. Stokes), 861k, W, 18 days.
 £18,616: *Ross Genet*, BUT (Sk. W. Salt), 693k, W, 16 days.
 £18,006: *Ross Lynx*, BUT (Sk. D. Cooper), 742k, W, 18 days.
 £17,759: *Ross Zebra*, BUT (Sk. R. Reeves), 891k, W, 16 days.

North Sea

£7,878: *Lemberg*, Lindsey (Sk. H. Pexuan), 208k, NS, 14 days.
 £6,977: *Lofoten*, Lindsey (Sk. A. Hatton), 202k, NS, 14 days.

Seine

£10,928: *Arcona Boy*, Chapman (Sk. E. Thomsen), 286k, NS, 14 days.
 £7,415: *Gladnes*, Allard Hawson (Sk. J. Oleson), 198k, NS, 17 days.
 £5,199: *Mocondi*, Sleigh (Sk. L. Hjorberg), 123k, NS, 15 days.
 £4,321: *Anne Scott*, Allard Hawson (Sk. M. Dam), 112k, NS, 17 days.
 £4,000: *Karen*, Richardson (Sk. E. Sveinsson), 90k, NS, 16 days.
 £3,424: *Helen Mona*, Richardson (Sk. A. Svendsen), 102k, NS, 16 days.

Pair teams

£23,594: *Margaretha Bojen*, (Sk. Jens Bojen), 635k, and £18,903: *Frances Bojen*, (Sk. J. Richardson), 529k, both John R., NS, 16 days.
 £8,642: *Paul Antony*, Richardson (Sk. F. Jørsen), 230k, and £5,231: *Green Valley*, Danbrit (Sk. R. Younger), 132k, both NS, 17 days.
 £5,438: *Grenaa Pearl*, (Sk. M. Potterton), 153k, and £3,215: *Cirrus Star*, (Sk. B. Host), 97k, both Danbrit, NS, 16 days.

Gill-nets

£4,153: *Wardley Consolidated* (Sk. E. Lusel), 103k, NS, 6 days.

HULL

£49,219: *Ross Sirius*, BUT (Sk. D. Whiting), 1,968k, NC, 23 days.
 £43,641: *Arctic Cavalier*, Boyd (Sk. C. Walker), 1,964k, NC, 25 days.
 £42,541: *Lord Nelson*, BUT (Sk. N. Longthorpe), 1,206k, NC, 25 days (part freezer).
 £38,840: *St. Dominic*, Hamling (Sk. P. Grayburn), 1,630k, NC, 22 days.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from White Sea and Norway Coast:
Boston Phantom, Berney, *Humberdene Town* and *Nova Forest*. From Faroes and Westray: *Kyoto*, *Leperito*, *Ogano*, *Ross Genet*, *Ross Jaguar*, *Ross Orion*.

PORT MARKETS

FRIDAY, APRIL 22

DUBLIN

1,288 boxes mainly from ports of Howth, Kilbeggan, Skerries and Green Castle. Prices: salmon, £1/1.50; lobster, £2.90/g.; homemarket at £26.20/24.7. Recovering sparts. Hand-selected, 190/230 and 280/440 per 50kg.

WEDNESDAY, APRIL 26

HULL

Expected during the week from White Sea and Bear Island: C.S. *White Star* and *Stratclough*, Brucewood (Sk. A. Simpson), 507k, WC, 9 days.

TUESDAY, APRIL 25

YEOVIL

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1,288 boxes mainly from ports of Howth, Kilbeggan, Skerries and Green Castle. Prices: salmon, £1/1.50; lobster, £2.90/g.; homemarket at £26.20/24.7. Recovering sparts. Hand-selected, 190/230 and 280/440 per 50kg.

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